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ROGERS PEET COMPANY
Broadway at 13th St. "The Four Corners" Broadway at Warren
Broadway at 34th St. Fifth Ave. at 41st St.

ure, told the House the bill gave no more real authority to the President than he has under existing law, but merely proposes additional powers for coordination.

Representative Longworth, of Ohio, interrupted to express the belief that enactment of the bill would give the President the right to transfer the powers of the War Finance Corporation to the Secretary of the Treasury and to give the Secretary authority to spend all of the funds appropriated in that act.

Representative Gillett, of Massachusetts, acting Republican leader, said he believed it would give the President the right to transfer the functions of the Attorney General to the chairman of the War Industries Board.

Representatives Osborne, of California, and Morgan, of Oklahoma, Republicans, spoke for the bill and appealed to the House to give President Wilson all the powers he needs in the prosecution of the war.

Representative Fess, of Ohio, Republican, contended the bill should be amended to exempt the Interstate Commerce Commission and the Federal Reserve Board.

Representative Walsh, of Ohio, Republican, argued that the measure would be unconstitutional, and Representative Gaud, of New York, Republican, urged an amendment to create a separate aircraft department.

Schwab Plans Big Increase In Ship Plans

He Proposes 60 Per Cent More Production by Enlarged Yards

Work Will Be Under Way Before Winter

Starts To-day to Inspect Lake Plants; Praises Progress at Newark

(Special Dispatch to The Tribune)
PHILADELPHIA, May 13.—"I am in favor of increasing the present ship-building programme at least 50 to 60 per cent," said Charles M. Schwab, the Director General, prior to his departure for Washington.

"I in no way wish to disparage those who drew up the present programme," Mr. Schwab went on. "They could not foresee that we would require such an enormous amount of tonnage."

"It was not until I had made an inspection virtually of all the yards in the Delaware and New York districts and had sounded the needs of the country that I realized the demand for ships was greater than the number we had proposed to turn out."

"Of course, an increase in the number of ships will mean an increase in the capacity of the plants producing them, therefore I have paid particular attention to those yards where there is room for enlargement."

Will Visit Lake Shipyards
"I have just finished a two-day tour of the shipbuilding plants around New York and Staten Island, and I was exceedingly pleased with what I saw. The Federal shipyard on the Hackensack River, between Jersey City and Newark, has done remarkable work. It will launch its first ship this month."

"After visiting the Federal yards, I went to Downey's and to Shooter's Island. In both places everything came up to my expectations," said Mr. Schwab.

"I leave to-morrow for Cleveland to begin my first tour of the shipyards on the Great Lakes. I probably shall reach the greater part of the week there."

"Do you propose to make any changes among the heads of the Emergency Fleet Corporation?" Mr. Schwab was asked.

"No, I shall make no radical changes. Rather, I shall make additions, as the necessity for increasing the executive branch of the corporation makes it paramount."

Start Work Before Winter
"For instance, I have lightened the duties of Mr. Piez by the appointment of Howard Conoley, of Boston, to be a vice-president. Mr. Piez will retain his office of vice-president, and it is possible that I shall make another appointment in that position."

"The great change of the legal, auditing and executive branch of that department. Mr. Piez will be my chief operating head."

"I have also made J. L. Ackerson my assistant. Mr. Ackerson was formerly a United States naval constructor."

"When will you start on your efforts to increase the output of ships?" "I have already said," he replied, "as soon as I saw the necessity for more tonnage than we originally had provided for I asked at once for greater capacity, and I am going to have work started before the winter sets in. We should take advantage of the pleasant season to get the work under way. In this manner we can add 50 or 60 per cent more tonnage to our programme for next year, and, furthermore, put the hulls in the water."

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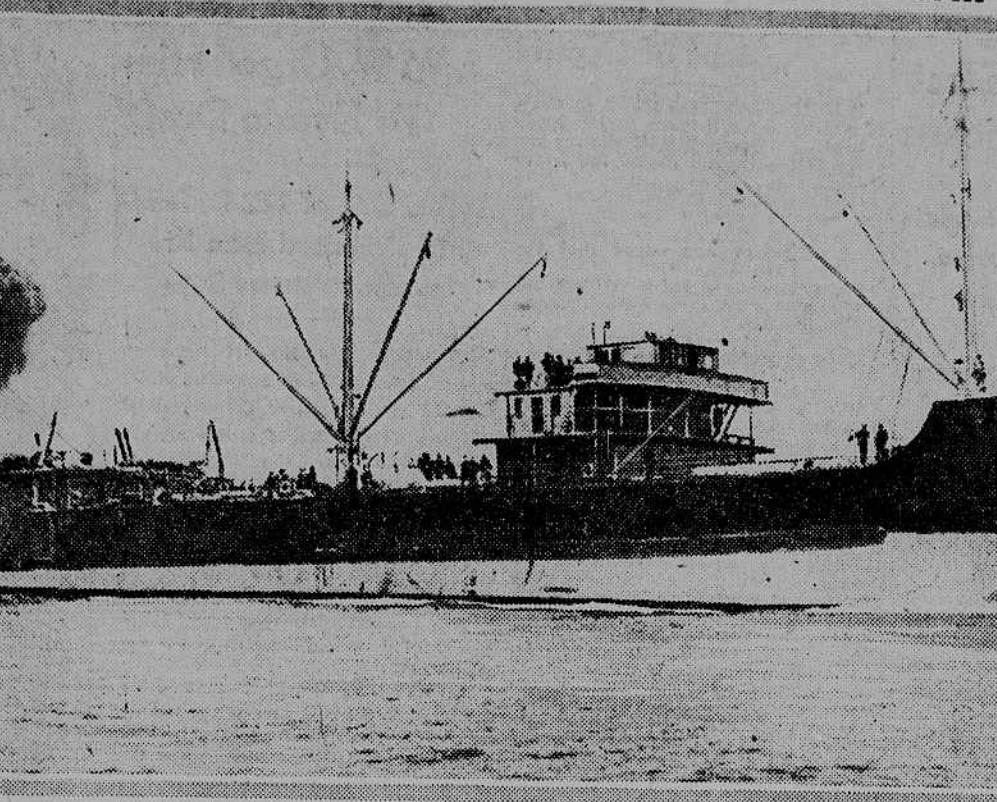
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THE FAITH, AMERICA'S LARGEST CONCRETE SHIP



The Faith, an experiment in moulding vessels of stone, is shown on her recent trial trip in San Francisco Bay. It was a test whose results surprised even the builders of the vessel. The Faith averaged more than 11 knots, exceeding her speed requirements by more than 10 per cent. Vibration virtually was eliminated.

"I don't think there was a man aboard the Faith that was not astonished at what she accomplished," said J. J. Tynan, Bethlehem Steel manager. "Her performance was in every way a record achievement, and no one can place a limit on possibilities after witnessing such a thing. She appeared as steady in every way as a steel ship, and there was no vibration to speak of. Her builders have certainly every reason to feel elated."

All Pacific Coast records were smashed in installing the Faith's engines, the job being completed in forty-four days. The best previous time was sixty-two days.

Requirements for more than 10 per cent. Vibration virtually was eliminated.

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Senate Wants More Speed in Aero Inquiry

Committee Advised to Report at Once Resolution Providing Funds

Expert Denounces Liberty Motor Test

Methods Permitted Would Not Be Tolerated in Making Milk Bottles, He Says

(Special Dispatch to The Tribune)
WASHINGTON, May 13.—The Senate to-day manifested irritation at the delay in beginning the aircraft investigation when Senator Thompson, of Kansas, chairman of the Audit and Control of Contingent Expense Committee of the Senate, was informally advised that if his committee did not report out the Chamberlain resolution authorizing the expenditure of contingent funds for the aircraft and other investigations, a move would be made in the Senate to-morrow to take the resolution away from his committee.

The general irritation in the Senate regarding the present status of the aircraft programme was further reflected in the remarks of Senators during the debate on the postoffice appropriation bill. Senator Smith, of Georgia, a member of the Military Affairs Committee, expressed the opinion that there should be no public expenditures for aerial mail service until the army airplane situation had been materially improved.

Senator King, of Utah, chairman of the Committee on Expenditures in the Postoffice Department, supported Senator Smith, arguing that there be no present distraction from the all-important task of building battle planes.

Engineering Methods Attacked
Senator Brandegee, of Connecticut, made public a letter from Leon Cammen, of New York, a member of the Aeronautical Society and the Society of Automotive Engineers, in which he declared engineering methods had been permitted in the development of the liberty motor which would not be tolerated in the manufacture of milk bottles.

The Cammen letter read in part: "There has appeared to-day in all newspapers a statement made before the Senate with respect to the liberty motor in the Bristol 'plane, of great significance, as throwing a vivid light on the entire subject of this unfortunate adventure in engineering design."

"I stated that the motor overheats. To a layman this means nothing; to an engineer, it tells a big story, and raises questions of great importance."

"These questions are: 1. Does this overheating indicate a basic defectiveness of design or can it be corrected by some expedient? 2. Why was it not discovered on the testing stand, long before the motor was put into the Bristol machine, and was it not due to improper methods of testing the motor?"

"You ask me in non-technical language, is it such a serious thing? Why not put on the 'plane a bigger radiator? It can, and may be done, but with very disastrous results from a military point of view."

Would Require Change in Design
"In the first place employment of a bigger radiator, in this case about 50 per cent, changes the distribution of weight in the 'plane, and hence requires an entire change in the design of the 'plane, and it is very likely that if this were done it would be found that the power delivered by the engine is insufficient. Besides, such a basic change of the Bristol 'plane would require many months of work and experimentation, and in the meantime, what?"

"Next, a radiator 50 per cent bigger than the present one would at a speed of ninety miles an hour increase the power consumption roughly by more than 75 per cent."

"Second question: Why was not the fact that the Liberty motor needs more radiation than the Bristol 'plane can give discovered long before the engine was put into the 'plane?"

"This is a fact which could have been very easily established in any decent laboratory with such equipment as any gas engineer ought to know how to use. In fact, tests of this nature are being carried out as day's work by automobile and especially tractor engineers all over the country."

"The S. A. E. standard test for airplane engines permits to make cooling water adjustments in the course of the test; that is, to test the engine under conditions very materially different from those in actual flight, when, of course, no such adjustments are possible."

"That a test in which 'adjustments' of this kind are permitted will lead to grief in actual flights ought to be clear to any unprejudiced person. It is unfortunate that fighting prospects that in the production of aircraft engineering methods are permitted which would not be tolerated in the manufacture of milk bottles. (This comparison is used advisedly, as a cold fact, and not as a rhetorical device.)"

"May I add that as an engineer I am deeply sorry that the matter of the Liberty motor and 'plane problem is being handled as a political question of veracity among various individuals, instead of as a matter of technical records and tests? This can be done very easily, and the whole matter disposed of in not more than three days."

Special Investigator to Aid in Aircraft Inquiry
(By The Associated Press)
WASHINGTON, May 13.—C. S. Coffey, of Chattanooga, was named a special investigator to-day to assist Assistant Attorney General W. L. Frier in conducting the Department of Justice's aircraft investigation.

The resolution of Senator Chamberlain, of Oregon, chairman of the Senate Military Committee, directing the committee to investigate aircraft and other army activities will be brought before the Senate to-morrow.

No serious objection to the resolution apparently has developed and Chamberlain said he expected it would be adopted to-morrow.

New Yorkers Who Have Qualified For Lieutenancies at Camp Dix

WASHINGTON, May 13.—The following New York men have qualified at the third series of Officers' Training Schools at Camp Dix, New Jersey, as eligible for appointments as second lieutenants:

ADAMS, John R., Jr., 49 East 16th Street, New York City, field artillery.
ALDRICH, David F., 31 Cayler Street, Palmyra, N. Y., field artillery.
ARCHBOLD, Laurence S., Bovina, N. Y., field artillery.
ARMSTRONG, George A., 32 East Sixty-first Street, New York City, field artillery.
BAROTT, Roger B., 123 Stroud Street, Canastota, N. Y., field artillery.
BEEBE, Jewell E., Morrisville, N. Y., infantry.

BEMUS, William M., 517 Main Street, Jamestown, N. Y., infantry.
BINOEDER, Edwin A., 509 West 17th Street, New York City, infantry.
BIRNMAN, Harold J., 841 Bellevue Avenue, Syracuse, N. Y., infantry.
BOWEN, Grant W., 124 Main Street, Mount Morris, N. Y., field artillery.
BRAUN, William G., 639 Riley Street, Buffalo, N. Y., field artillery.
BRYAN, Eugene D., 36 Pomeroy Street, Cortland, N. Y., infantry.

BUCKLEY, John T., 311 Glindana Street, Utica, N. Y., field artillery.
BULLOCK, Stephen E., Wolcott, N. Y., field artillery.
BURLY, Ralph S., 58 Hoyt Street, Buffalo, N. Y., field artillery.
BURNS, Vincent G., 922 Fifty-second Street, Brooklyn, field artillery.
CALLAHAN, Charles F., Chadwicks, N. Y., infantry.
CALLAHAN, Joseph J., Sixteenth Street, Whitehouse, N. Y., infantry.

COLEMAN, John L., 173 South Main Street, Albion, N. Y., field artillery.
CENTER, Allen G., 154 South Avenue, Jamestown, N. Y., infantry.
CLARK, Arthur R., 25 Spruce Street, Jamestown, N. Y., infantry.
COLE, David E., 44 Green Street, Catskill, N. Y., infantry.
COLT, John, 115 East Eighty-fourth Street, New York City, field artillery.

CONKLIN, Chauncey K., 27 Clinton Avenue, Warwick, N. Y., infantry.
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COOK, Jesse C., West Point, N. Y., infantry.
COPPINS, James R., 216 Anderson Place, Buffalo, N. Y., field artillery.
COOPER, Charles C., 68 Hardenbrook Avenue, Jamaica, N. Y., infantry.

CRAMLET, Lawrence F., 338 Masten Street, Buffalo, N. Y., field artillery.
CRISP, William C., 151 College Place, Syracuse, N. Y., field artillery.
CROWELL, Lewis, 711 Park Avenue, New York City, infantry.
CROWAN, George D., 35 West Ninth Street, Oswego, N. Y., infantry.

DAVIS, Emerson, 111 Broadway, New York City, field artillery.
DEWITT, Elmore J., 106 Lawrence, Middletown, N. Y., field artillery.
DODD, Henry E., 106 Merriman Avenue, Syracuse, N. Y., field artillery.
DONOHUE, James F., 501 West 138th Street, New York City, infantry.

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DOUGLAS, Alex., 201 Rosedale Street, Rochester, N. Y., field artillery.
DOWNING, Francis J., 254 Seventh Street, Buffalo, field artillery.
DUNN, Frederick S., 62 Edgecombe Avenue, New York City, field artillery.

DURLAND, William S., Chester, N. Y., infantry.
DURUZ, Willis P., Baldwin, N. Y., infantry.
EVANS, Paul D., 244 Goldwin Smith Hall, Ithaca, N. Y., field artillery.
FARNSWORTH, Kenneth C., 7 West Lake Avenue, Auburn, N. Y., field artillery.

FELLY, Ralph J., Chili Station, N. Y., infantry.
FELTNER, Robert H., 1217 Church Street, Rochester, N. Y., field artillery.
FERROW, Wm., 1141 Delaware Avenue, Buffalo, field artillery.
FITCH, Donald J., Sherill, N. Y., infantry.

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FRITTS, Luther M., Batavia, N. Y., field artillery.
GABRIEL, Harry S., Watkins, N. Y., infantry.
GAHRN, George R., Broadway, Newburgh, N. Y., field artillery.

GIDDINGS, Harry T., Savannah, N. Y., field artillery.
GIMM, John G., 735 North Madison Street, Rome, N. Y., infantry.
HALSEY, Van Rensselaer, 27 East Fifth Street, New York City, field artillery.
HARDEN, Harry A., McConnellville, N. Y., infantry.

HAY, Paul F., 860 Riverside Drive, New York City, infantry.
HEDBERG, Leon F., 1233 Sterling Place, Brooklyn, N. Y., field artillery.
HICKEY, Edward E., Park Avenue, Middletown, N. Y., infantry.
HILL, Paul L., Long Meadow, Pittsford, N. Y., infantry.

HOLME, Brant, 1585 Delaware Avenue, Buffalo, field artillery.
HORAN, Carrington (colored), 2052 Fulton Street, Brooklyn, field artillery.
HOYLE, Harry S., 11 Lawrence Street, Kingston, N. Y., infantry.
HUDSON, Albert S., Phenix, N. Y., infantry.

HUTCHINS, Waldo, Jr., 544 Main Street, Geneva, N. Y., field artillery.
JONES, Harry S., Bernersville, N. Y., infantry.
KEGAN, Oliver G., 91 Morningside Drive, New York City, field artillery.
KEEGAN, Harry J., 60 George Street, Binghamton, N. Y., infantry.

KEOGH, John J., 59 West Eighty-ninth Street, New York City, field artillery.
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KUMMER, Harry R., 468 High Street, Buffalo, N. Y., field artillery.
KUPFERBERG, Charles, Webster, N. Y., infantry.

\$11,771,666,000 in New Army Measure

WASHINGTON, May 13.—As prepared for submission to the House this week, the annual army appropriation bill carries \$11,771,666,000, it was announced to-day by the committee. This is exclusive of estimates for failing about three billion dollars for heavy ordnance and fortifications, pending in the Appropriations Committee and to be reported as a separate bill.

The new measures cover the recently announced programme of approximately fifteen billion dollars for the war needs for the coming year.

Senators King, of Utah, and Gallinger, of New Hampshire, vigorously opposed the proposal, contending this is no time for conducting experiments and that every available dollar should be used in the conduct of the war. Senators Bankhead, of Alabama, chairman of the Postoffice Committee, and Hardwick, of Georgia, defended the plan, declaring it is already being used in various parts of the country with success.

The Senate also took up consideration of Senator King's motion to strike from the bill a \$100,000 appropriation for conducting experiments in carrying mail by airplanes, but action was postponed until to-morrow.

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Defence Society Plans More Aid to Upton Auto Trips

Places Director Hemstreet on Its Army and Navy Committee

James A. Hemstreet, New York touring manager of the American Automobile Association and director of the free greater city to Yaphank automobile service, has been appointed a member of the Army and Navy Committee of the American Defence Society.

William Guggenheim, chairman of the committee, made this known yesterday. Mr. Hemstreet's appointment came because of the desire of Mr. Guggenheim to make possible closer cooperation between the defence society and the A. A. A. in pushing the New York to Upton service over the top.

"I was in conference with Mr. Guggenheim to-day," said Mr. Hemstreet last night. "He feels that if I am on his committee the A. A. A. and the American Defence Society will be able to get together to better advantage on the Yaphank service. The defence society has supplied us with two big sightseeing cars for most of our runs."

Thirty motor cars have been pledged to the A. A. A. for this Sunday's run to Camp Upton, the eighth in the service. Mr. Hemstreet announced that he had obtained at least ten more cars before Sunday. Forty-five and seven passenger touring cars, in addition to the two sightseeing buses, will make it possible for about three hundred persons to make this week's trip.

All applications should be in not later than Thursday. They should be sent to Mr. Hemstreet at the offices of the American Automobile Association, 501 Fifth Avenue. Donations to the American Defence Society's fund will be received by the American Defence Society, 43 East Twenty-third Street. They should be addressed to Mr. Guggenheim.

Six New York Men Get Commissions
(Special Dispatch to The Tribune)
WASHINGTON, May 13.—Commissioners issued by the War Department to-day to residents of New York included